

## LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

for June 8, 2005 PLANNING COMMISSION MEETING

**PROJECT #:** Crossbridge Preliminary Plat #05011

**PROPOSAL:** To incorporate an existing outlot from the King Ridge Use Permit area into the existing Crossbridge Preliminary Plat area and to request a right in, right out access to the property from N. 27<sup>th</sup> Street with waivers to storm water detention and cul-de-sac radius.

**LOCATION:** East of N. 27<sup>th</sup> Street, south of Fletcher Avenue.

**WAIVER REQUEST:**

Storm water detention

Cul-de-sac radius

**LAND AREA:** 7 acres, more or less.

**CONCLUSION:** Incorporation of this area is in conformance with the Comprehensive Plan, Zoning and Subdivision Ordinances and the waivers are justified. However the request for direct access to N. 27<sup>th</sup> Street is contrary to the purpose of an urban principal arterial and not in conformance with the Comprehensive Plan.

<b><u>RECOMMENDATION:</u></b>	Conditional Approval
Waivers:	
Storm water detention	Approval
Cul-de-sac radius	Approval

**GENERAL INFORMATION:**

**LEGAL DESCRIPTION:** See attached.

**EXISTING ZONING:** B-2, Planned Neighborhood Business, H-3, Highway Commercial.

**EXISTING LAND USE:** Undeveloped.

**SURROUNDING LAND USE AND ZONING:**

North: undeveloped H-3, Highway Commercial

South: undeveloped B-2, Planned Neighborhood Commercial

East: undeveloped R-3, Residential

West: undeveloped R-3, Residential

**ASSOCIATED APPLICATIONS:** Change of Zone #05039 from B-2 to H-3

**COMPREHENSIVE PLAN SPECIFICATIONS:**

F-25 This area is shown as Commercial.

F-86 Four principles guide Lincoln and Lancaster County's transportation planning:

- *A Connected City.* In Lincoln and Lancaster County, the unifying qualities of transportation will be emphasized. The transportation network will sustain the One Community concept by linking neighborhoods together. Neighborhoods, activity and employment centers, rural communities, and open lands will be connected by a continuous network of public ways.

- *A Balanced Transportation System.* Transportation planning in Lincoln will be guided by the principle of balancing needs and expectations. It will recognize that transportation is a means to the goal of a unified, liveable, and economically strong community, and not an end in itself. Thus, the system will effectively move people and goods around the community, while minimizing impacts on established neighborhoods and investments. The concept of balance also applies to methods of transportation. While the system must function well for motor vehicles, it should also establish public transportation, bicycling, and walking as realistic alternatives now and in the future.

- *Transportation as a Formative System.* Transportation and land use are linked systems. The land use plan, which includes projections of future development, determines the character of the transportation plan. On the other hand, transportation has a major impact on the form of the City. Lincoln and Lancaster County will use major road projects to reinforce desirable development patterns.

- *Planning as a Process.* Transportation planning is a dynamic process, responding to such factors as community growth, development directions, and social and lifestyle changes. Therefore, the Comprehensive Plan should also establish an ongoing process that responds to these changes.

F-89 Pedestrian level of service factors include:

- **Continuity** - The sidewalk system should be complete and without gaps. The pedestrian network in shopping centers should be integrated with adjacent activities.
- **Security** - Pedestrians should be visible to motorists and other pedestrians. Pedestrians should be separated from motorists and bicyclists. Adequate lighting should be provided.
- **Visual Interest** - Pedestrians enjoy a visually appealing environment. Street lighting, fountains, and benches should match the local architecture. Pedestrian amenities should include landscaped parkways with street trees between the street and sidewalk.
- **Directness** - Pedestrians should be able to walk in a direct path to destinations like transit stops, schools, parks, and commercial and mixed-use activity centers. Directness is the ratio of actual distance along a sidewalk or pathway divided by the minimum distance the trip would take on a grid system.
- **Street Crossing** - Street crossings should feel safe and comfortable. Factors to consider are number of lanes to cross, traffic volumes, turning movements, speed of traffic, signal indication, curb radius, crosswalks, lighting, raised medians, visibility, curb ramps, pedestrian buttons and convenience.

F-102 **Principal Arterials:** This functional class of street serves the major portion of through-traffic entering and leaving the urban area and is designed to carry the highest traffic volumes. These

serve intra-area traffic such as between the CBD and outlying residential areas and traffic between major inner-city communities or suburban centers. Included in this class are fully controlled access facilities and partially controlled access facilities. The principal arterial system is stratified into the following two subsystems:

**Other Principal Arterials:** This functional class of street serves the major portion of intercommunity and intracommunity traffic movement within the urban area and is designed to carry high traffic volumes. For other principal arterials, the concept of service to abutting land is subordinate to serving major traffic movements. Facilities within this classification are capable of providing direct access to adjacent land but such service is to be incidental to the primary functional responsibility of moving traffic within this system.

F-121 Any studies or recommendations for congestion mitigation must address as a minimum the impacts on the following:

- established neighborhoods
- homes and businesses
- pedestrian and bicycle safety
- public and private trees
- property values of the surrounding area
- access to adjacent properties
- cost of ROW and of purchasing properties
- traffic noise
- accident rates
- budgetary constraints

## **HISTORY:**

On April 14, 2004 Planning Commission approved Crossbrige Preliminary Plat #04010.

On June 25, 2001 City Council approved King Ridge Use Permit 103B.

On February 22, 1999 City Council approved King Ridge Use Permit 103A.

On November 16, 1998 City Council approved Change of Zone #3153 from R-3, Residential to H-3, Highway Commercial.

On February 17, 1998 City Council approved King Ridge Use Permit #103.

During the 1979 zoning update Zoning changed from A-A, Rural and Public Use to R-3, Residential.

## **UTILITIES:**

Water is provided from the existing public main in N. 27<sup>th</sup> Street, sanitary sewer is provided from the existing sanitary sewer line in the northeast of this subdivision.

**TRAFFIC ANALYSIS:**

N. 27<sup>th</sup> Street is classified as an Urban Principal Arterial and Crossbridge Road is classified as a local road (F-103). The preliminary plat to the south showed a road extending to provide access for this property. That road is not built and does not show signs of being constructed in the near future. The Public Works and Utilities Department indicated that the proposed lot for a church may use the existing asphalt drive. If the developer desires to plat the other two lots, the public roadway must be installed, including the private roadway to the south of this plat.

The Trails and Bicycle Facilities Plan (F-95) indicates a trail near this property from the east extending west to N. 27<sup>th</sup> Street.

**REGIONAL ISSUES:** N. 27<sup>th</sup> Street is a major street. Controlled access is essential to the function of this major arterial. Additional direct access points will reduce the functionality of this street. Access rights were purchased to prevent any additional direct access points. Access was previously provided to this and other surrounding lots through an internal private roadway system. Granting another direct access to N. 27<sup>th</sup> Street will cause more property owners to seek approval from the city. The Public Works and Utilities Department strongly opposes approving this access point.

**ANALYSIS:**

- This is a request to incorporate additional land into a preliminary plat and to establish a direct access from this plat to N. 27<sup>th</sup> Street.
- The applicant requested three waivers, however, the request to waive the location of the sidewalk is not necessary. The remaining two waivers were granted with the previous preliminary plat. City staff recommended approval of the waivers for the previous plat and recommends approval to this request. The waivers to stormwater detention and turnaround radius are acceptable to Public Works and Utilities Department. The turnaround radius does not appear to be necessary because of the large public access easement (which will be paved). Public Works and Utilities Department indicated that storm water detention is not needed because of the proximity to the Salt Creek flood plain.
- The request for direct access to N. 27<sup>th</sup> Street is not in conformance with the Comprehensive Plan and the Public Works and Utilities Department recommends denial of this request. The Public Works and Utilities Department had several comments in their attached memo.
- The Watershed Management section of the Public Works and Utilities Department had several comments in their attached memos.

- The Lincoln Electric System requests additional utility easements.
- The Lincoln Lancaster County Health Department had several advisory comments as indicated in their attached memo.
- The Lincoln Fire and Rescue Department indicated a lack of fire facilities in the area which may cause longer response times.
- Sidewalks along N. 27<sup>th</sup> Street should be shown on the site plan. Pedestrian circulation between Lot 1 and Lot 3 should be facilitated with the addition of a sidewalk through the parking lot.
- Since the City staff finds the waivers are justified the Planning Commission has the authority to grant the waivers.

**CONDITIONS OF APPROVAL:**

Site Specific:

1. After the subdivider completes the following instructions and submits the documents and plans and 6 copies to the Planning Department office, the preliminary plat will be signed by the Chair of the Planning Commission certifying approval: (NOTE: These documents and plans are required by ordinance or design standards.)
  - 1.1 Revise the preliminary plat to show:
    - 1.1.1 No direct vehicular access to N. 27<sup>th</sup> Street from this plat.
    - 1.1.2 Utility easements to the satisfaction of the L.E.S.
    - 1.1.3 Revisions to the satisfaction of the Public Works and Utilities Department.
    - 1.1.4 Revisions to the satisfaction of the Watershed Management section of the Public Works and Utilities Department.
    - 1.1.5 Sidewalks along N. 27<sup>th</sup> Street.
    - 1.1.6 A sidewalk from N. 27<sup>th</sup> Street along the south side of Outlot B to the sidewalk along the east side of the Outlot to the satisfaction of the Planning Department.
2. The City Council approves associated request:

2.1 Change of Zone 05039

General:

3. Final Plats will be approved by the Planning Director after:

- 3.1 The sidewalks, streets, drainage facilities, street lighting, landscape screens, street trees, temporary turnarounds and barricades, and street name signs have been completed or the subdivider has submitted a bond or an escrow of security agreement to guarantee their completion.
- 3.2 The private roadway is completed between this preliminary plat and Enterprise Drive access to N. 27<sup>th</sup> Street.
- 3.3 The subdivider has signed an agreement that binds the subdivider, its successors and assigns:
  - 3.3.1 to complete the paving of Crossbridge Road shown on the final plat within two (2) years following the approval of this final plat.
  - 3.3.2 to complete the installation of sidewalks along both sides of Crossbridge Road and along the east side of N. 27<sup>th</sup> Street as shown on the final plat within four (4) years following the approval of this final plat.
  - 3.3.3 to complete the public water distribution system to serve this plat within two (2) years following the approval of this final plat.
  - 3.3.4 to complete the public wastewater collection system to serve this plat within two (2) years following the approval of this final plat.
  - 3.3.5 to complete the enclosed private drainage facilities shown on the approved drainage study to serve this plat within two (2) years following the approval of this final plat.
  - 3.3.6 to complete the installation of private street lights along Crossbridge Road within this plat within two (2) years following the approval of this final plat.
  - 3.3.7 to complete the planting of the street trees along Crossbridge Road and along the east side of N. 27<sup>th</sup> Street within this plat within four (4) years following the approval of this final plat.

- 3.3.8 to complete the installation of the street name signs within two (2) years following the approval of this final plat.
- 3.3.9 to complete the installation of the permanent markers prior to construction on or conveyance of any lot in the plat.
- 3.3.10 to timely complete any other public or private improvement or facility required by Chapter 26.23 (Development Standards) of the Land Subdivision Ordinance which have not been waived but which inadvertently may have been omitted from the above list of required improvements.
- 3.3.11 to submit to the Director of Public Works a plan showing proposed measures to control sedimentation and erosion and the proposed method to temporarily stabilize all graded land for approval.
- 3.3.12 to comply with the provisions of the Land Preparation and Grading requirements of the Land Subdivision Ordinance.
- 3.3.13 to complete the public and private improvements shown on the preliminary plat
- 3.3.14 to maintain the outlots and private improvements on a permanent and continuous basis.
- 3.3.15 to maintain the street trees along the private roadways on a permanent and continuous basis.
- 3.3.16 to maintain and supervise the private facilities which have common use or benefit on a permanent and continuous basis, and to recognize that there may be additional maintenance issues or costs associated with providing for the proper functioning of storm water detention/retention facilities as they were designed and constructed within the development.
- 3.3.17 to retain ownership of and the right of entry to the outlots in order to perform the above-described maintenance of the outlots and private improvements on a permanent and continuous basis. However, Owner(s) may be relieved and discharged of such maintenance obligations upon creating in writing a permanent and continuous association of property

owners who would be responsible for said permanent and continuous maintenance subject to the following conditions:

- (1) Owner shall not be relieved of Owner's maintenance obligation for each specific private improvement until a registered professional engineer or nurseryman who supervised the installation of said private improvement has certified to the City that the improvement has been installed in accordance with approved plans.
- (2) The maintenance agreements are incorporated into covenants and restrictions in deeds to the subdivided property and the documents creating the association and the restrictive covenants have been reviewed and approved by the City Attorney and filed of record with the Register of Deeds.

3.3.18 to submit to the lot buyers and builders a copy of the soil analysis.

3.3.19 to relinquish the right of direct vehicular access from Outlots A and B to N. 27<sup>th</sup> Street.

3.4 Administrative amendment to King Ridge Use Permit #103B is completed to remove this portion of the property from the use permit legal description and site plan drawing.

4 The waiver to the design standards to storm water detention and cul-de-sac radius is hereby approved.

Prepared by:

Becky Horner, 441-6373, [rhorer@lincoln.ne.gov](mailto:rhorer@lincoln.ne.gov)  
Planner

**DATE:** May 17, 2005

**APPLICANT & OWNER:** Austin Realty Company  
3355 Orwell Street, Suite 100  
Lincoln, NE 68516



**CONTACT:** Mark Palmer  
Olsson Associates  
1111 Lincoln Mall  
Lincoln, NE 68508  
(402)474-6311

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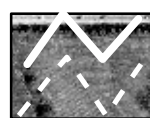
2002 aerial

## Preliminary Plat #05011 N. 27th & Fletcher Rd.

### Zoning:

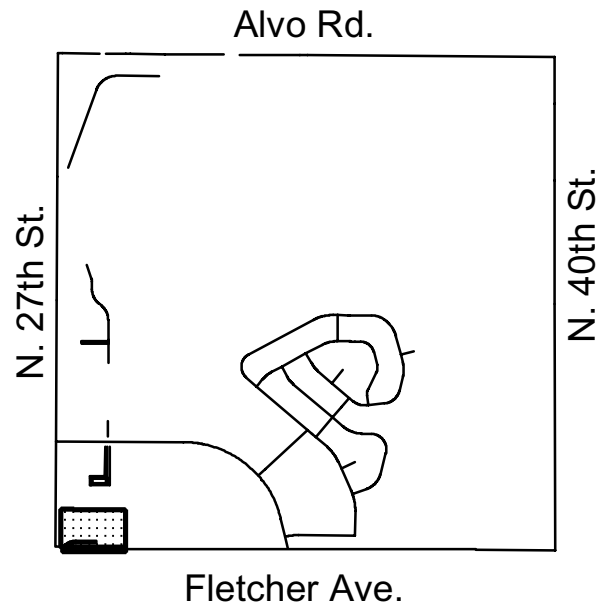
R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential District
R-C	Residential Conservation District
O-1	Office District
O-2	Suburban Office District
O-3	Office Park District
R-T	Residential Transition District
B-1	Local Business District
B-2	Planned Neighborhood Business District
B-3	Commercial District
B-4	Lincoln Center Business District
B-5	Planned Regional Business District
H-1	Interstate Commercial District
H-2	Highway Business District
H-3	Highway Commercial District
H-4	General Commercial District
I-1	Industrial District
I-2	Industrial Park District
I-3	Employment Center District
P	Public Use District

One Square Mile  
Sec. 31 T11N R7E



Zoning Jurisdiction Lines

City Limit Jurisdiction



# CROSSBRIDGE T ADDITION

## PRELIMINARY PLAT SITE PLAN

### LEGAL DESCRIPTION

A LEGAL DESCRIPTION FOR A TRACT OF LAND COMPOSED OF LOTS 1, 2, AND 3, AND OUTLOTS "A" AND "B", ALL OF CROSSBRIDGE ADDITION, ALL LOCATED IN THE SOUTHWEST QUARTER OF SECTION 31, TOWNSHIP 11 NORTH, RANGE 7 EAST OF THE 6TH P.M., CITY OF LINCOLN, LANCASTER COUNTY, STATE OF NEBRASKA, AND A PORTION OF OUTLOT "B", KING RIDGE 1ST ADDITION, LOCATED IN THE NORTHWEST QUARTER OF SECTION 6, TOWNSHIP 10 NORTH, RANGE 7 EAST OF THE 6TH P.M., CITY OF LINCOLN, LANCASTER COUNTY, STATE OF NEBRASKA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF OUTLOT "B", CROSSBRIDGE ADDITION, SAID POINT BEING 60.00 FEET EAST OF THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 31, SAID POINT BEING ON THE SOUTH LINE OF SAID SOUTHWEST QUARTER, SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE NORTH ALONG THE WEST LINE OF SAID OUTLOT "B", THE WEST LINE OF LOT 3, CROSSBRIDGE ADDITION, AND THE WEST LINE OF OUTLOT "A", CROSSBRIDGE ADDITION, SAID LINE BEING THE EAST LINE OF NORTH 27TH STREET RIGHT-OF-WAY, SAID LINE BEING 60.00 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID SOUTHWEST QUARTER ON AN ASSUMED BEARING OF NORTH 00 DEGREES 00 MINUTES 33 SECONDS EAST, A DISTANCE OF 399.91 FEET TO THE NORTHWEST CORNER OF SAID OUTLOT "A", THENCE SOUTH 89 DEGREES 53 MINUTES 02 SECONDS EAST ALONG THE NORTH LINE OF SAID OUTLOT "A", A DISTANCE OF 690.16 FEET TO THE NORTHEAST CORNER OF SAID OUTLOT "A", THENCE SOUTH 00 DEGREES 05 MINUTES 09 SECONDS EAST ALONG THE EAST LINE OF SAID OUTLOT "A", AND AN EXTENSION OF THE EAST LINE OF SAID OUTLOT "A", A DISTANCE OF 450.66 FEET TO A POINT, SAID POINT BEING 50.00 FEET SOUTH OF THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 6, THENCE NORTH 89 DEGREES 49 MINUTES 18 SECONDS WEST ALONG A LINE 50.00 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 6, A DISTANCE OF 667.88 FEET TO A POINT OF INTERSECTION WITH THE WEST LINE OF OUTLOT "B", KING RIDGE 1ST ADDITION, THENCE NORTH 00 DEGREES 00 MINUTES 59 SECONDS WEST ALONG THE WEST LINE OF SAID OUTLOT "B", SAID LINE BEING THE EAST LINE OF NORTH 27TH STREET RIGHT-OF-WAY, SAID LINE BEING 83.00 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 50.00 FEET TO THE NORTHWEST CORNER OF SAID OUTLOT "B", SAID POINT BEING ON THE NORTH LINE OF SAID NORTHWEST QUARTER, THENCE NORTH 89 DEGREES 49 MINUTES 18 SECONDS WEST ALONG THE NORTH LINE OF SAID NORTHWEST QUARTER, SAID LINE BEING THE SOUTH LINE OF OUTLOT "B", CROSSBRIDGE ADDITION, SAID LINE BEING A NORTH LINE OF SAID RIGHT-OF-WAY, A DISTANCE OF 23.00 FEET TO THE POINT OF BEGINNING, SAID TRACT CONTAINS A CALCULATED AREA OF 309,780.68 SQUARE FEET OR 7.1116 ACRES, MORE OR LESS.



OLSSON ASSOCIATES

ENGINEERS - PLANNERS - SCIENTISTS - SURVEYORS

1111 LINCOLN MALL - LINCOLN, NEBRASKA 68508 - 402-474-8311 - FAX 402-474-5180  
LINCOLN OMAHA GRAND ISLAND HOLDSRIDGE KANSAS CITY PHOENIX DENVER



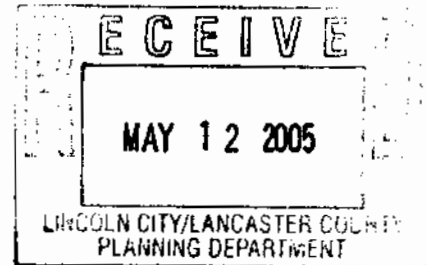




**OLSSON ASSOCIATES**  
ENGINEERS • PLANNERS • SCIENTISTS • SURVEYORS

May 12, 2005

Mr Marvin Krout  
Planning Department, City of Lincoln  
County-City Building  
555 South 10<sup>th</sup> Street  
Lincoln, NE 68508



Re: Cross Bridge 1<sup>st</sup> Addition Preliminary Plat  
OA Project No. 2003-1252

Dear Mr. Krout,

Enclosed, please find the following for the above-mentioned project:

1. Site Plan - 21 copies
2. Drainage and Grading Plans - 9 copies
3. Preliminary Plat Application with Technical checklist
4. Change of Zone application with submittal requirements
5. Change of Zone Legal description and exhibit
6. Change of Zone Application Fee
7. Preliminary Plat Application Fee
8. Soils Report - 1 copy
9. Ownership certificate

On behalf of the Owner/Developer, Austin Realty Company, 8644 Executive Woods Drive, Lincoln NE 68512, we are requesting a *Preliminary Plat* on the property shown on the enclosed site plan, all located in the Northwest Quarter (NW4) of Section 6, T10N, R7E of the 6<sup>th</sup> PM, City of Lincoln, Lancaster County, Nebraska

The owners have purchased a 50' wide strip of property from the King Ridge developers to the south. We are proposing to change the zone on this property to H-3. This area is to be used for additional parking.

We are also requesting a right in / right out entrance off 27<sup>th</sup> Street as shown on the site plan. This property had the access to 27<sup>th</sup> Street purchased by the City as part of the 27<sup>th</sup> Street widening project. The current access is a frontage driveway from Enterprise Road parallel to 27<sup>th</sup> Street. The future access is a meandering private roadway through the King Ridge development. The King Ridge development showed the construction of a third northbound thru lane for the entire length of the development. Our clients are willing to construct 150' of this third lane to be used as a right turn lane. Our clients understand that the controlled access will need to be purchased from the City.



The land uses that this turn lane will support are not high traffic generating uses. One lot is a church, one is an office building, and one lot will be either a sit-down restaurant, or office building. These uses will be less intensive than the Rustad Property to the south that just recently got a right in / right out turn lane approved off 27<sup>th</sup> Street.

The following waivers are being requested for the above-mentioned project. The justification for each waiver is listed below. These waivers were previously approved as part of Cross Bridge Preliminary Plat.

1. A waiver to Design Standards to not construct sidewalks on both sides of the private roadway.

*We have shown an alternative location for the sidewalks through the site.*

4. A waiver to Design Standards to not require storm water detention on this site.

*The neighboring properties to the north and south (King Ridge and Northridge) were not required to provide detention due to their proximity to Salt Creek. As this property fits the same locational criteria, it should also be granted the same waiver.*

5. A waiver to Design Standards to not require a cul-de-sac at the end of the private roadway.

*This private roadway connects into a parking lot that will provide room for vehicles to turn around.*

Please contact me if you have any questions or require additional information.

Sincerely,



Mark C. Palmer, PE

Encls

cc John Schleich  
Tom Schleich

# Memorandum

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**To:** Becky Horner, Planning Department  
**From:** Chad Blahak, Public Works and Utilities  
**Subject:** Crossbridge 1<sup>st</sup> Addition Preliminary Plat  
**Date:** 5/26/05  
**cc:** Randy Hoskins

Engineering Services has reviewed the submitted plans for the Crossbridge 1<sup>st</sup> Addition Preliminary Plat, located approximately 650' north of Enterprise Drive east of North 27<sup>th</sup> Street, and has the following comments:

- Public Works does not approve the requested driveway connection to North 27<sup>th</sup> Street. The access control was previously purchased with public funds to increase the safety and efficiency of 27<sup>th</sup> Street. Public Works still believes that the access control is desirable and recommends that access not be sold back to the property owner. The plan should be revised to eliminate access to North 27<sup>th</sup> Street. It should be noted that if the driveway is approved that all driveway standards will have to be met. The estimated slope of the driveway based on the grades shown on the grading plan is 20%. This is not satisfactory.
- It is stated in the application letter that there is an existing private agreement between this owner and the owners of the property to the south that states that the owners to the south will construct the private roadway, as shown in the King Ridge Preliminary Plat to provide access to this lot. This is satisfactory for this plat, however, the private road will need to be constructed prior to building permits being issued for Lots 2 & 3.
- Public Works approves the waiver of design standards for storm water detention as detention was waived for the King Ridge and Northridge Heights preliminary plats on the south and north sides of this plat respectively, due to the proximity to the Salt Creek flood plain.
- Public Works approves the waiver of design standards for the cul-de-sac turnaround provided that the public access easement include the driving isle around the parking lot shown.
- A flood corridor easement needs to be shown for the channel located on the north side of this project as it drains more than 150 acres. Also, the grading plan will need to be revised to show how the wetland and channel will be restored with the removal of the pond.
- The information shown on the preliminary plat relating to the public water main system, public sanitary sewer system, and public storm sewer system has been reviewed to determine if the sizing and general method providing service is satisfactory. Design considerations including, but not limited to, location of water main bends around curves and cul-de-sacs, connection of fire hydrants to the public main, temporary fire hydrant location, location and number of sanitary

sewer manholes, location and number of storm sewer inlets, location of storm sewer manholes and junction boxes, and the method of connection storm sewer inlets to the main system are not approved with this review. These and all other design considerations can only be approved at the time construction drawings are prepared and approved.

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**CITY OF LINCOLN  
NEBRASKA**

MAYOR COLEEN J. SENG

[www.ci.lincoln.ne.us](http://www.ci.lincoln.ne.us)

**PUBLIC WORKS AND  
UTILITIES DEPARTMENT**

***MEMORANDUM***

**Date:** 5/26/05

**To:** Becky Horner, Planning Department

**From:** John Callen, Watershed Management

**Subject:** *Crossbridge 1st Addition review comments, PP05011*

**cc:** *Ben Higgins, Chad Blahak*

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Below are Watershed Management's recommendations regarding the proposed Crossbridge 1st Addition, PP05011:

***Recommendations:***

- Applicant should ensure that a U.S. Army Corps of Engineers Section 404 permit is obtained or is not required prior to impacting the pond, channel, or any adjacent wetlands.

Richard J Furasek/Notes  
05/20/2005 03:00 PM

To Rebecca D Horner/Notes@Notes  
cc  
bcc  
Subject Crossbridge 1st Addition

Upon review of change of zone (PUD) # CZ05039, we find it acceptable from the perspective of our department. The only issue and concern again is our lack of fire facilities in the area which causes us longer response times for emergencies. We are not able to provide the timely emergency response which the citizens in our city have grown accustomed to expect.

Richard J. Furasek  
Assistant Chief Operations  
Lincoln Fire & Rescue  
1801 Q Street  
Lincoln Ne. 68508  
Office 402-441-8354  
Fax 402-441-8292

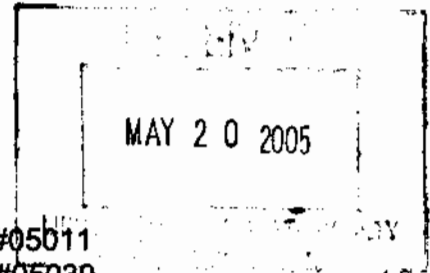
message to Becky Horner

- The LLCHD advises that noise pollution can be a concern when locating commercial zoning adjacent to residential zoning. Lincoln Municipal Code (LMC) 8.24 Noise Control Ordinance does address noise pollution by regulating source sound levels based upon the receiving land-use category or zoning. However, the LLCHD does have case history involving residential uses and abutting commercial uses in which the commercial source does comply with LMC 8.24, but the residential receptors still perceive the noise pollution as a nuisance. The LLCHD strongly advises the applicant to become familiar with LMC 8.24. The LLCHD advises against locating loading docks, trash compactors, etc. adjacent to residential zoning. Therefore, creative site design should be utilized to locate potential sources of noise pollution as far as possible from residential zoning.
- All wind and water erosion must be controlled during construction. The Lower Platte South Natural Resources District should be contacted for guidance in this matter.
- During the construction process, the land owner(s) will be responsible for controlling off-site dust emissions in accordance with Lincoln-Lancaster County Air Pollution Regulations and Standards Article 2 Section 32. Dust control measures shall include, but not limited to application of water to roads, driveways, parking lots on site, site frontage and any adjacent business or residential frontage. Planting and maintenance of ground cover will also be incorporated as necessary.

INTER-DEPARTMENT COMMUNICATION



**DATE:** May 20, 2005  
**TO:** Becky Horner, City Planning  
**FROM:** Sharon Theobald  
Ext 7640  
**SUBJECT:** DEDICATED EASEMENTS  
DN# 60N-27E



Attached is the Preliminary Plat for Crossbridge 1<sup>st</sup> Addition.

**In reviewing the dedicated transmission line or other electrical easements shown on this plat, LES does not warrant, nor accept responsibility for the accuracy of any such dedicated easements.**

ALLTEL, Time Warner Cable, and the Lincoln Electric System will require blanket utility easements, over Outlot "B" and Crossbridge Road (Private Roadway).

It should be noted, any relocation of existing facilities will be at the owner/developer's expense.

*Sharon Theobald*

ST/ss  
Attachment  
c: Terry Wiebke  
Easement File



Dennis L Roth/Notes  
05/18/2005 01:56 PM

To Rebecca D Horner/Notes@Notes  
cc  
bcc  
Subject re: Crossbridge 1st Add

PROJ NAME: Crossbridge, 1st Addition  
PROJ NMBR: CZ05039  
PROJ DATE: 05/13/2005  
PLANNER: Becky Horner

Finding no similar/duplicate street names within our database, other than those which are obvious extensions of an existing street.

Dennis "denny" Roth, ESD II/CAD Admin  
Emergency Communications 9-1-1 Center

CROSS STs: N 27 ST

PUBLIC STs:

PVT STs: Crossbridge Rd

COMMENTS: no new streets this addition

RECOMMEND: Approval

message to Becky Horner



MICHAEL WOOLMAN  
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NE.US>

05/18/2005 07:54 AM

To R Horner <RHorner@ci.lincoln.ne.us>  
cc  
bcc  
Subject Crossbridge 1st Addition

Ms. Horner,

The Lincoln Police Department does not object to the Crossbridge 1st Addition CZ05039.

Sergeant Michael Woolman  
Lincoln Police Department

**message to Becky Horner**

**IMPORTANT**

Return this report with two sets of corrected plans. The corrections noted below are required to be made to the plans prior to issuance of a permit. Please indicate under each item where the correction is made by plan sheet number or plan detail number.

A separate set of plans for review and final approval must be submitted by the licensed installing contractor/s if fire suppression systems, sprinklers, dry powder, fire alarm systems or underground tanks are installed.

Permit # **DRF05088**

Address

Job Description: Development Review - Fire

Location: CROSSBRIDGE 1ST ADDITION

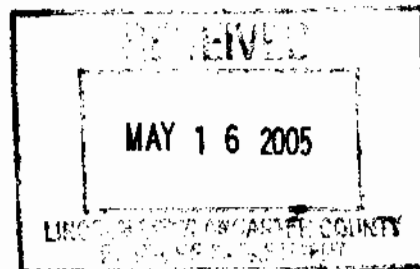
Special Permit:

Preliminary Plat: Y 05011

Use Permit:

CUP/PUD:

Requested By **BECKY HORNER**



Status of Review: Approved

05/16/2005 1:48:35 PM

Reviewer: FIRE PREVENTION/LIFE SAFETY CODE

BOB FIEDLER

Comments: approved

**Current Codes In Use Relating to Construction Development in the City of Lincoln:**

- 2000 International Building Code and Local Amendments
- 2000 International Residential Code and Local Amendments
- 1994 Nebraska Accessibility Guidelines (Patterned after and similar to ADA guidelines)
- 1989 Fair Housing Act As Amended Effective March 12, 1989
- 1979 Zoning Ordinance of the City of Lincoln as Amended including 1994 Parking Lot Lighting Standards
- 1992 Lincoln Plumbing Code (The Lincoln Plumbing Code contains basically the 1990 National Standard Plumbing Code and local community Amendments.)
- 1999 National Electrical Code and Local Amendments
- 1997 Uniform Mechanical Code and Local Amendments
- 1994 Lincoln Gas Code
- 2000 NFPA 101 Life Safety Code
- 2000 Local Amendments International Firecode
- Applicable NFPA National Fire Code Standards



# Lincoln

## Parks & Recreation

Memo

**To:** Becky Horner, Planning Department

**From:** Mark Canney, Parks & Recreation

**Date:** May 24, 2005

**Re:** Crossbridge 1<sup>st</sup> Addition CZ05039

Staff members of the Lincoln Parks and Recreation Department have conducted a plan review of the above-referenced application/proposal and have no comments.

If you have any additional questions, comments or concerns, please feel free to contact me at 441-8248. Thank you.